

will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC, on January 22, 2013.

Albert R. Spence,

FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. 2013-01668 Filed 1-25-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Reduction of Fuel Tank Flammability on Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA's Fuel Tank Flammability rule requires manufacturers to report to the FAA every six months for up to 5 years after the flammability reduction system is incorporated into the fleet. The data is needed to assure system performance meets that predicted at the time of certification.

DATES: Written comments should be submitted by March 29, 2013.

FOR FURTHER INFORMATION CONTACT: Kathy DePaepe at (405) 954-9362, or by email at: Kathy.A.DePaepe@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0710.
Title: Reduction of Fuel Tank Flammability on Transport Category Airplanes.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal of an information collection.

Background: Design approval holders use flammability analysis documentation to demonstrate to their FAA Oversight Office that they are compliant with the Fuel Tank Flammability Safety rule (73 FR 42443). Semi-annual reports submitted by design approval holders provide listings of component failures discovered during scheduled or unscheduled maintenance so that the reliability of the flammability

reduction means can be verified by the FAA.

Respondents: Approximately 5 design approval holders.

Frequency: Information is collected on occasion.

Estimated Average Burden per

Response: 100 hours.

Estimated Total Annual Burden: 4,000 hours.

ADDRESSES: Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES-200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC, on January 22, 2013.

Albert R. Spence,

FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. 2013-01709 Filed 1-25-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Eighth Meeting: RTCA Next Gen Advisory Committee (NAC)

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Notice of RTCA NextGen Advisory Committee (NAC).

SUMMARY: The FAA is issuing this notice to advise the public of the eighth meeting of the RTCA NextGen Advisory Committee (NAC).

DATES: The meeting will be held February 7, 2013, from 9:30 a.m. to 3:00 p.m.

ADDRESSES: The meeting will be held in the ballroom of the Hotel Monaco, 15 West 200 South, Salt Lake City, UT 84101.

FOR FURTHER INFORMATION CONTACT: The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, by

telephone at (202) 833-9339, fax at (202) 833-9434, or the Web site at <http://www.rtca.org>. Alternately, contact Andy Cebula at (202) 330-0652, or email acebula@rtca.org.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a NextGen Advisory Committee meeting. The agenda will include the following:

February 7, 2013

- Opening of Meeting and Introduction of NAC Members—Chairman Bill Ayer, Chairman, Alaska Air Group
 - Official Statement of Designated Federal Official—The Honorable Michael Huerta, FAA Administrator
 - Review and approval of October 4, 2012 Meeting Summary and Revision to NAC Terms of Reference
 - Chairman's Report—Chairman Ayer
 - FAA Report—Mr. Huerta
 - Review and Approve Recommendation for Submission to FAA
 - NextGen Implementation Metrics—a recommendation for Key city pairs evaluation of Transcon/Regional City Pairs that can be used for NextGen metrics.
 - Data sources for measuring NextGen fuel Impact
 - Update of initiative to identify and obtain critical data sources to track and analyze the impacts of NextGen.
 - Cat Ex 2 Task Group
 - Preliminary report on the recommendation for implementing new statutory authority for a streamlined environmental review process.
 - Performance Based Navigation (PBN)
 - Preliminary report to identify and mitigate barriers to implementing PBN.
 - Issues associated with Implementing RNAV/RNP
 - An open discussion by the Committee of Non-technical barriers of PBN procedures.
 - Anticipated Issues for NAC consideration and action at the next meeting, May 30, 2013
 - Other Business
 - Adjourn
- Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION**

CONTACT section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 9, 2013.

David Sicard,

Manager, Business Operations Group, Federal Aviation Administration.

[FR Doc. 2013-01818 Filed 1-24-13; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

National Plan of Integrated Airport Systems: Clarification of Wildlife Hazard Management Requirements for Non-Certificated Federally Obligated Airports

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice; extension of comment period.

SUMMARY: This action extends the comment period for a Notice that was published on December 10, 2012. Nothing has changed from the original document published on December 10, 2012. In that document, the FAA proposed to clarify Grant Assurance No. 19, "Operation and Maintenance," which is required of an airport sponsor as a condition of receiving a development grant under the Airport Improvement Program (AIP). This clarification would require non-certificated, federally obligated airports that, after the effective date of this **Federal Register** Notice, accept a new airport development grant funded under the Airport Improvement Program (AIP), or accept a transfer of land under the Surplus Property Act for airport purposes ("Subject Airports"), to conduct Wildlife Hazard Site Visits (WHSVs) or Wildlife Hazard Assessments (WHAs). Non-certificated airports are airports that do not have a Part 139 certificate, and may include both commercial service airports as well as non-primary airports that serve mostly general aviation traffic. The Secretary of Transportation is required to provide notice and comment in the **Federal Register** and an opportunity for the public to comment upon proposals to modify the assurances or add new assurances. The FAA has elected to extend the comment period closing date to allow respondents additional time to adequately analyze the Notice and prepare comments.

DATES: The comment period for the notice that published on December 10,

2012 (77 FR 73511) is extended. Send your comments on or before January 31, 2013. The FAA will consider comments received on the proposed interpretation of the existing grant assurances. The FAA may adopt revisions resulting from comments as of the date of a subsequent Notice in the **Federal Register**.

ADDRESSES: You may send comments [identified by Docket Number FAA-2012-29591] using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Fax:* 1-202-493-2251.

- *Hand Delivery:* To Docket Operations, Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide.

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Michael J. O'Donnell, Director, Office Airport Safety and Standards, Room 621, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-3053, email: mike.o'donnell@faa.gov.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to clarify the FAA's interpretation of 49 U.S.C. 47107(a)(19) and the corollary Grant Assurance No. 19, relating to airport operations and maintenance. The FAA proposes to require sponsors of federally obligated, non-certificated airports that, after the effective date of this **Federal Register** Notice, accept a new airport development grant funded under the Airport Improvement Program, or accept a transfer of land under the Surplus Property Act for airport purposes to identify and mitigate wildlife hazards at their airports. These actions will take the form of initial Wildlife Hazard Site Visits (WHSVs) or Wildlife Hazard

Assessments (WHAs), depending on the size of the airport, potentially followed by more detailed Wildlife Hazard Management Plans (WHMPs).

The purpose of a WHSV is for the sponsor to identify any immediate hazards and for the FAA to determine whether a more comprehensive WHA is necessary. A WHSV is typically conducted over a period of one to three days. A WHA is a far more comprehensive survey, typically conducted over a 12-month period. WHMP is the plan the airport proposes to mitigate any wildlife hazards found.

The Secretary must receive certain assurances from a sponsor (applicant) seeking financial assistance under title 49 U.S.C. 47107, as amended. Sponsors must submit and attest to these assurances as part of their application for Federal financial assistance, and the FAA incorporates these assurances into all AIP grant agreements. From time to time, as necessary, the FAA clarifies, modifies or supplements these assurances to reflect new requirements deemed reasonably necessary to carry out the Airport Improvement Program. A complete list of the current grant assurances is available at: http://www.faa.gov/airports/aip/grant_assurances/. The FAA amended and published the current assurances in the **Federal Register** on April 13, 2012 (see "Airport Improvement Program (AIP) Grant Assurances," 77 FR 22376). The FAA uses a standard set of assurances for Airport Sponsors (owners/operators) called Appendix 1. The FAA is interpreting 49 U.S.C. 47107(a)(19) and the corollary grant assurance, No. 19, relating to airport operation and maintenance, to require airport sponsors to conduct wildlife hazard assessments or site visits and other actions as necessary, as detailed in this notice, to detect and identify wildlife hazards. The clarification relates to Appendix 1, Airport Sponsors assurances.

Grant Assurance No. 19, "Operation and Maintenance," requires a sponsor to operate "the airport and all facilities which are necessary to serve the aeronautical users of the airport [* * *], in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation." Under Assurance No. 19, sponsors are also required to "have in effect arrangements for [* * *] promptly notifying airmen of any condition affecting aeronautical use of the airport."

The airports affected by this clarification of Grant Assurance No. 19